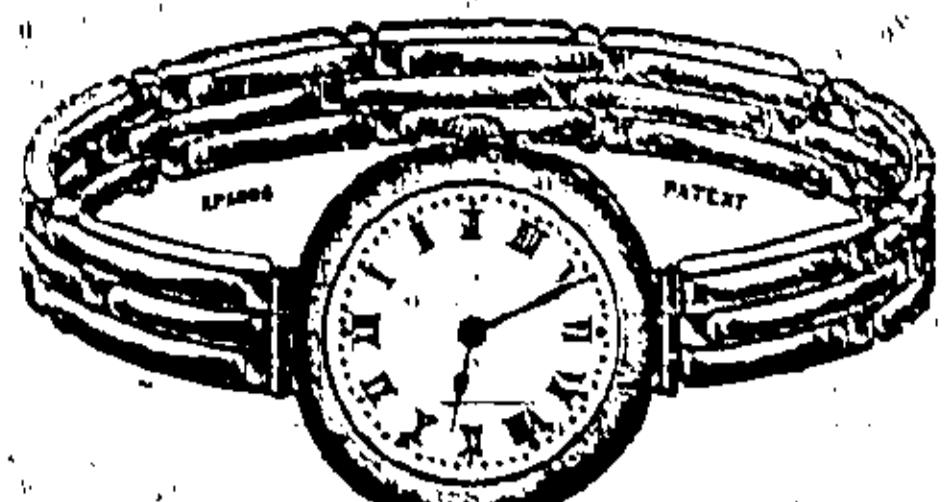




## INTIMATIONS

**G. FALCONER & CO., LTD.,**  
LADY'S GOLD WATCH BRACELETS IN LARGE VARIETY.



## ENGLISH SILVERWARE.

HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

**WING KEE & CO.,**

Nos. 17, 18 and 40, CONNAUGHT ROAD CENTRAL

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL MERCHANTS, &c., &c., OF FIFTY YEARS STANDING  
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL

FRANCISCO TSE YAT, General Manager.

HONG KONG, AUGUST 12, 1913.

## INTIMATIONS

**MITSU BISHI GOSHI KWAI SHA**  
(MITSU BISHI CO.)

## COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-SIMA, OCHI, MUTABE, YOSHINO-TANI, KISHIDAKE, HOJO, KANADA, NAMAZU, SAYO, SHINNEW and KAMIYAMA DAIRIES.

AGENTS FOR SAKITO, & OYUBARI COATS.

## HEAD OFFICE - TOKYO

## BRANCH OFFICES:

Nagasaki, Moji, Karatsu, Wakamatsu, Otaru, Muroran, Kobe, Osaka, Tokyo, Yokohama, Nagoya, Shanghai, Hongkong, Hankow.

Tel. Address as above: IWASAKI,  
Osaka - A.I. ACO 5th Ed., Western Union.

## AGENCIES:

CHINKLUNG: Messrs Gearing & Co.

MANILA: Messrs Macdonray & Co.

SINGAPORE: Messrs Borneo Co., Ltd.

For particulars, apply to

K. KATO,  
Manager,  
No. 2, FIDUCIARY STREETS,  
HONG KONG.

516

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office on WEDNESDAY, the 24th of September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 31st June, 1913.

THE TRANSFER BOOKS will be CLOSED from the 10th to the 24th of September, both days inclusive.

DOUGLAS, LAPRAIK & CO.,  
General Managers.  
Hongkong, Sept. 3, 1913. 1000

HONGKONG, COTTON SPINNING  
WEAVING & DYEING CO., LTD.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held at the Office of the General Managers on THURSDAY, the 2nd October, 1913, at 11.30 a.m. for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July 1913.

THE TRANSFER BOOKS of the Company will be CLOSED from the 25th September to the 2nd October, both days inclusive.

JARDINE, MATHESON & CO., LTD.,  
General Managers.

Hongkong, Sept. 18, 1913. 1123

## NOTICE.

HONGKONG AND CHINA GAS COMPANY, LTD.

ON and from October 1st, 1913, the PRICE OF GAS to the Public will be REDUCED to 32.50 per 1,000 Cubic Feet.

By Order of the Directors,

J. MC. CUBBIN,  
Acting Local Secretary  
and Resident Engineer.  
Hongkong, August 9, 1913. 880

## JAPANESE MAKERS.

EVERY KIND  
OF  
Footwear  
MADE  
TO  
ORDER

A black leather boot with a thick sole.

CHERRY & CO.,  
PEDDER STREET,  
Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, May 5, 1913.

If you happen to be lay your meals will be Courteously and Promptly served just the same. Only at The ALEXANDRA HOTEL.

For further information, see page 12 of this issue.

Send stamped addressed envelope for free booklet, or P.O. 2/9 for trial bottle of either

the VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unpriced Vendors

will be asked to pay extra price and not demand it, but insist on having

VETARZO. The same has the words "VETARZO REMEDIES" on its original stamp.

VETARZO REMEDIES ARE SOLD BY BOOTS. CASA CHEMISTS.

Never before was there anything like it, nor can its marvellous properties ever be equalled in the case of nervous impurity, or debility, in fact, from whatever cause arising.

It is the most remarkable specific, a powerful restorative, circulatory, tonic, diuretic, anti-

septics, aperient, purgative, diuretic, circulatory, tonic, diuretic, anti-

septics



Hughes and Hough

AUCTIONEERS TO THE GOVERNMENT  
AND ADMIRALTY.General Auctioneers  
AND  
Shares, Coal and  
General Brokers.PROPRIETORS  
"TO-KWA-WAN"  
COAL STORAGE.Codes used:  
A.B.C. 4th & 5th EDITIONS.  
All TELEGRAPHIC CODE.Telegraphic Address:  
MEURION' HONGKONG.

## PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction,

WEDNESDAY,  
the 24th September 1913, commencing at  
2.30 p.m. at their Sales Rooms, No. 8,  
Des Voeux Road, Corner of  
Ice House Street.—A LARGE QUANTITY OF  
VALUABLE TEAKWOOD AND  
BLACKWOOD FURNITURE,  
Comprising as follows—TEAKWOOD—Dining and Drawing  
Room Suites, Upholstered Chairs and  
Sofas, Carpets and Rugs, 1 Brass and  
Brass-mounted Bedstead, Bed Room Suite,  
Bureau, Wardrobes, etc., Dining Room  
Furniture, Extension Dining Tables, Side-  
boards, etc., etc., 1 Dinner and Dessert  
Services, Crockery, Sundry Glass Ware,  
Cooking Stove, Kitchen Utensils, Cutlery,  
&c.BLACKWOOD—Overmantels, Book-  
cases, Card Tables, Couches, Arm chairs,  
Flower Stands, Conches, Jardiniere's, Hall  
and Tea Tables, Turnups, Brackets and  
Photo Frames, etc., Old Inlaid Chairs  
a few pieces of Chinese Porcelains, etc.,

Two

1 Piano, Ice Chests, Electric Fans, 1  
Polariscopic, 1 Analytical Scale, 1 Micro-  
scope, and One 12-Bar Browning Shot  
Gun with Extra Barrel in excellent  
condition.

And

A quantity of Flower and Vegetable  
Seeds.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, Sept. 18, 1913.

1125

## PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),

on

THURSDAY,

the 25th September 1913, commencing at  
2.30 p.m. at their Sales Rooms, No. 8,Des Voeux Road, Corner of  
Ice House Street.—THE HOUSEHOLD FURNITURE,  
etc., etc.,

therein contained,

including Tennis Net and Pots, Plants  
in Pots, and Sundry Silver Ware.

(Full Particulars from Catalogue).

On view from 3 p.m. Wednesday.

TERMS.—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, Sept. 18, 1913.

1126

BY ORDER OF THE MORTGAGEE.

ME SRS. Hughes and Hough have  
received instructions to sell

by

PUBLIC AUCTION

(subject to a reserved price)

on

THURSDAY,

the 2nd day of October 1913, at 2.30 p.m.

at No. 89, The Peak.

THE HOUSEHOLD FURNITURE,  
etc., etc.

therein contained,

including Tennis Net and Pots, Plants  
in Pots, and Sundry Silver Ware.

(Full Particulars from Catalogue).

On view from 3 p.m. Wednesday.

TERMS.—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, Sept. 18, 1913.

1127

## AUCTIONS

## PUBLIC AUCTION

THE Undersigned has received instructions to sell by Public Auction  
(FOR ACCOUNT OF THE CONCERNED).

on

SATURDAY,

the 27th September, 1913, commencing at  
2.30 p.m. at "Harting" Austin  
Road, Kowloon, etc.THE  
VALUABLE HOUSEHOLD  
FURNITURE, etc.,

therein Contained,

Comprising—

Very fine Teakwood Hall Stand, Side-  
board, Dinner Wagons, Extension Dining  
Table, e.g., by well-known local maker,  
(in good condition), Tibetan and Brussels'  
Carpets and Rugs, including Stair Carpets,  
Pictures, Wall Hangings, a quantity of  
Electro and Silver plated Ware, Dinner  
and Breakfast Services, etc., etc., Boxes  
Curtain Poles, "Also"Trinidad Sewing Machine, 5-Coloured  
Chinese Porcelain Flower stands, Plants  
in Pots.

On view day before Sale.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, Sept. 18, 1913.

1128

## FEET DYED BLACK.

Paris Merchant's Adventure.

PARIS, Aug. 20.

A curious experience has befallen a  
prosperous Paris merchant. He dined with some friends at Passy a night or two  
ago, and when he reached the railway station intending to return home he found  
that the last Metro train had gone, and that it was considerably past midnight.  
The night and the dinner and the subsequent refreshments made him somewhat confused, and he thought that if he could not travel by train he could cross the city by a boat on the river, and thus reach the Rue Jeanne d'Arc? No  
boat being in sight, he sat down to wait for one. His head and feet felt hot, so he removed his hat, boots, and socks, and dangling his legs over the parapet, where a cooling stream fell upon his feet, was soon sufficiently soothed to fall upon his back and go to sleep.

At daylight the merchant was aroused by a policeman, who desired him to get up and go home. But when he raised his feet from the water he found that they were both jet black. The stream of cooling water was clear and bright, and as he could neither wash nor rub away the unquenchable colour he became thoroughly frightened. The policeman suggested that he was turning into a negro.

Thoroughly frightened and fearing much the worse for his night out, he went to a hospital, and asked to be treated for a mysterious disease which had attacked his feet. When he described how he had first discovered the symptoms the hospital authorities sent someone to examine the jet black foot, and physically a week.

A kindly policeman took charge of him, and he is now under the care of his sister. A pathetic feature of the case is that Tunstall still adheres to the belief that he has a huge sum of money coming to him.

A kindly policeman took charge of him, and he is now under the care of his sister. A pathetic feature of the case is that Tunstall still adheres to the belief that he has a huge sum of money coming to him.

The following is the history of this peculiar case. A week or so ago it was announced that William Tunstall, a labourer in the employ of the Bolton Corporation, had received news from Australia that his father-in-law, Mr. Westwell, had died and left him the bulk of his fortune, variously estimated at £100,000 to £400,000. This news was afterwards embellished by romantic details as to how Tunstall came to be the son-in-law of so wealthy a man; how he saved the lives of two ladies at a building resort in the Isle of Man, and how he came to marry the daughter of one of the ladies, Mrs. Westwell. The story grew in the telling. It was said that he had lost his wife, had fallen on evil times, and had come down to the humble position of a labourer under the Bolton Corporation. It was stated also that he sailed in the Orient last Friday for Australia, to take up his new career as the owner of a silk industry and a pearl

fishery.

The same a curious development. Telegrams despatched from villages in Lancashire were received at Bolton stating that Tunstall had died on board the Orient, and had been buried at sea. The offices of origin of these telegrams gave rise to suspicion, and it was then found that the whole story was a myth from beginning to end. A search was instituted for Tunstall, with the result that he is now back in Bolton, sightless, his mind a blank, and his mental faculties deranged. His only luggage consisted of a trunk, which he had deposited at Todmorden station in the name of Turner. All attempts to question Tunstall have failed to elicit any connected narrative. All he can say is that he wishes that he had never heard of the money. He and a friend, he said, had been to London, but he is unable to say why they did not embark on the Orient, he having left everything to his friend.

Tunstall was found in the early morning hours on the Rochdale Canal bank at Todmorden, acting in a very strange manner. He seemed in a dazed condition, and complained of pains in his head. As he rambled a great deal, a friendly police-constable took him to the lock-up for his own safety. Here papers were found in his possession which left little doubt of his identity. A pocket-book contained the following rambling statement:

"The Japs are naturally suspicious," explained Mr. Gurdine, "and are very anxious to prevent revolution in Korea. For this reason they have prevented the holding of any meetings, but according to the law they cannot interfere with religious gatherings. At the same time the Japanese are always suspicious of the Christians meeting together. The Christian churches in Korea are much larger than the churches in Japan. In the latter country, perhaps, the largest church would not have a congregation of more than 200, while in Korea we have churches with 500 to 1,000 people, and we possess more than a hundred of them. The Japanese send spies among the Korean churches, and they have to bring in any thing. On one occasion a church was discovered to be in rebellion against the Missionary Board. This was reported, and suspicions aroused because it was officially thought that the question had relation to the Government and not to the church itself.

"I wrote an article expressing my faith in Baron Yun, and sent it to the 'Scoul Press,' asking them to publish it. The editor, however, had to decline it because it was against the law to publish anything in favour of a prisoner before the trial. He wrote saying, 'Personally, I entirely agree with what you say concerning that gentleman (meaning Baron Yun), for whom I have the highest esteem. I cannot believe that he is guilty of complicity in a dastardly conspiracy, and I would like to publish your article so ably vindicating his high character.'

Mr. Gurdine is anxious that the British public should know the facts. The Baron Yun—a man of unblemished repute—is still in prison with five other Christians, who, according to Mr. Gurdine, should not be freed because nothing has been proved against them. If he is held, Englishmen, who were the allies of Japan, would take notice of the case and criticize the procedure of Japanese justice in Korea, then there was a chance that when the appeal was heard in September the six would be released. Japan was amenable to the opinion of Great Britain, and would not disregard criticism of the manner in which she had treated the Korean Christians. Unfortunately it seemed as if she now desired the case to be forgotten. After the second batch of prisoners were released a Japanese official remarked to Mr. Gurdine that the matter had been happily settled, but to this the latter could not agree as he asserted the complete innocence of the remaining six prisoners.

Tunstall still adhered to the story of his fortune, saying: "I wish I had never started with a friend to embark for Australia, and that they parted in London."

Whom friend left him he could not explain. His sister, Mrs. Whalley, writes to her brother in his brother's fortune, and thinks that the condition of coming into money and the publicity it attracted for the time unkindly turned Tunstall's mind.

Locally, the affair was regarded as a giant

"Hoax," dear brother! Don't you

worry me. I am always mad, with

study and money and pain. If this is

having money I am tired of it. You

will find me new where you find this.

Good-bye, and God bless you.

Tunstall's still adhered to the story of

his fortune, saying: "I wish I had never

had the money." He stated that he

started with a friend to embark for Aus-

tralia, and that they parted in London.

The Chinese Mail.

RHEUMATISM.

HAVE you ever tried Chamberlain's

"Pain Balm for rheumatism?" If not,

you are wasting time, as the longer this

disease runs on the harder it is to cure.

Get a bottle-to-day, apply it with a vigorous

massage to the affected parts and you will

be surprised and delighted at the result obtained.

For sale by all Chemists and

Druggists.

MESSRS. DENNYS &amp; BOWLEY,

2, Connaught Road Central

Hongkong, Sept. 11, 1913.

1100

rice 80 cents.

from

MESSRS. DENNYS &amp; BOWLEY,

2, Connaught Road Central

Hongkong, Sept. 11, 1913.

1100

rice 80 cents.

from

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MESSRS. DENNYS &amp; BOWLEY,

2, Connaught Road Central

Hongkong, Sept. 11, 1913.

1100

## BANKS

HONGKONG &amp; SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000  
RESERVE FUNDS.....  
Sterling \$1,500,000/—\$15,000,000  
silver ..... 17,500,000  
\$39,450,000  
RESERVE LIABILITY OF PROPRIETORS.....\$15,000,000

COURT OF DIRECTORS.  
S. H. Dowdell, Esq.—Chairman.  
Hon. Mr D. Landale—Deputy Chairman.  
G. S. Friedland, Esq.; W. L. Patterson,  
G. S. Gubbay, Esq., Secy.;  
P. H. Holycross, Esq.; J. A. Plummer, Esq.;  
G. R. Laurenz, Esq.; Hon. Mr E. Sholten;  
F. Libo, Esq.; H. A. Siebe, Esq.

CHIEF MANAGER,  
Hongkong—N. J. STABB.MANAGER:  
Shanghai—A. C. STEPHEN.

LONDON BANKERS—LONDON COUNTY AND NEWCASTLE BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of Two per cent. per annum or on the daily balance.ON FIXED DEPOSITS—  
For 3 months 3½ per cent per annum.

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## INTIMATIONS

**SAINT-RAPHAEL**

**TONIC, RESTORATIVE, DIGESTIVE WINE.**  
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invulnerable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trademark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.  
(2) A METAL SEAL advertising CLETEAS.

**CLETEAS** is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

CALDBECK, MACGREGOR & Co., Hongkong.

DRINK THE BEST.

# San Miguel

## Draught

### Pilsener Beer

Michael &amp; Co.

Agents.

Tel: No. 1143.

(OLD POST OFFICE) Pedder's Streets.

310

## THE KAILAN MINING ADMINISTRATION.

## KAIPING COAL

Now well-known throughout the East for STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS AND HOUSEHOLD PURPOSES.

## KAIPING COKE

Competes with the best quality English Coke for FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

## HIGHEST GRADE FIREBRICKS

## FIRECLAY,

### STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG.

TEL ADDRESS: MAISHAN, HONGKONG.

TELEPHONE: NO. 869.

DODWELL &amp; CO., LTD., Agents.

## LANCHOW COAL

Coal from the Administration's Lanchow Mines can be obtained on application to the Agents, SIEMSEN &amp; Co.



## DINNEFORD'S

IMPORTANT NOTICE  
In consequence of numerous and various representations  
from the Chinese market  
"DINNEFORD'S"  
is now to be found in every bottle  
of Magnesia.

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Bowel Eructations, Bilious Affections.

## MAGNESEA

## COUGHING INTO CONSUMPTION

"Only a Cough" but you stop  
while it is ONLY a cough.

WATERBURY'S  
METABOLIZED  
COD LIVER OIL  
COMPOUND

The finest preparation made  
for combating severe coughs.  
CURES any cough that is  
only a cough. Very palatable.  
OF ALL CHEMISTS.

DR. T. Forget after the Show, Supper,  
and Light Refreshments.

ALEXANDRA CAFE  
Open till Mid-night.

PRIZE MEDAL  
PHILADELPHIA EXHIBITION  
**OAKLEY'S**  
WELLINGTON KNIFE POLISH  
WELLINGTON SILVERSMITHS  
BLACK LEAD SOAP PLATE  
POLYBRILLIANT METAL POMADE  
NEVER BECOMES DRY & HARD LIKE OTHER METAL PASTES

JOHN OAKLEY & SONS, LIMITED, WELLINGTON MILL, LONDON.

PRICES: \$1.25 and \$2.25.

## CHINA AS A MARKET FOR EUROPEAN CLOTHES.

## NEWS FROM HOME.

(From Our Own Correspondent.)

LONDON, Aug. 30.

THE KING.

All save those who are happy enough to be among the Scottish contingent, linger on Continental pleasure strands, are wending their way homeward, with thoughts of the coming winter. Of all the sojourners in the north I doubt if there is a more contented mind than that of the King, who is enjoying the sports of the season.

A particularly well informed correspondent has just prepared some notes on the King, in which he enlarges on the zeal for duty and the capacity for really strenuous hard work that characterise his Majesty. He continues: "In private life he is the simplest and quietest of English gentlemen. By habit he is taciturn, but as it is a taciturnity to silence him unless the first speaks, he is ever breaking his own tendency to silence. Even so, the King is not a man of many words, and though a good listener, he has not his father's knack of getting the utmost information out of everybody he comes across. King Edward was possessed with an infinite curiosity on every subject, and he had a portentous memory. King George possessed a conscientious feeling that he ought to set everybody at their ease, but his own range of interests are more limited."

"Who does interest the King beneath his courteous if perfunctory general demeanour? First of all his own children. He is the most domestic of men, the kindest of fathers, and always happy in the bosom of his family. It is no secret that the Queen has the main voice in directing the trend of all the education of their children. But it must not be thought that the King is a domestic cipher. On the contrary, he not only occupies himself with every detail about all his offspring, but when he thinks it right he insists on having his own way. An example of this was when he appointed Major Cadogan squerry to the Prince of Wales. This has immeasurably benefited the Heir-Accident, and was done on the suggestion of Lord Rosebery, who is the man whom the King privately takes council with. The King is the best father in England, and he would have been perfectly happy as a private gentleman bringing up his children, who come to him with the greatest frankness and trustfulness on all occasions; whilst he idolises his daughter, who sometimes rather cleverly takes advantage of his goodness, and manages to evade the more stern rebukes of her mother."

"Next to his children, the King best likes agriculture. Like his father, he is very keen on farming, and much interested in all that concerns the land; but he has practically no time for this. He would have made a capital country gentleman, but he would never have been made an M.F.H., for he is not keen on hunting, and has not a particularly good seat when riding. His horses are trained to be docile to a degree: not one of them will flinch at the loudest crack of a whip or if a pistol is fired off close to its ears. As he advances in middle age, though he has no tendency to corpulence, the King finds an increasing need for exercise, which is why he not only rides every day when in London, but generally manages to obtain a set of lawn tennis. Indeed, in the grounds of Buckingham Palace, he has often had as many as half a dozen sets in an afternoon. He is not a good server, but is strong when close to the net, though he moves rather slowly. Golf possesses no interest for him, and though he once in a way plays a hundred up at billiards, he can seldom make a break of twenty."

"Of course his supreme sport is shooting, at which he excels. This he delights in, and had opportunity favoured him, he would have been a big game shot of the most daring description. He is a thorough sportsman: he takes things being made easy for him, and, after the Durbar, at the great battle, was annoyed at the wild beasts being so tame; but it was pointed out to him that the huge "big" had fallen to his own gun for the sake of native esteem in India.

"His Majesty is a most abstemious man, fond of champagne, but as a rule drinking a light white wine or whisky well diluted in Perrier. He has a good appetite, and likes meals less restricted in length than those made fashionable by the example of King Edward. Unlike his father, he is fond of sweets, creams, cakes, and fruit, whereas the elder monarch preferred savouries. The King loves a good English cheese both at lunch and when he is dining quietly. He is a considerable smoker, though he rarely has more than one pipe a day, and cigarettes are for stray moments. He likes a choice, somewhat mild cigar, and it is not unusual for him to consume a dozen a day. . . . So far from being a ladies' man, as his father was, one is tempted to say that, apart from his wife and daughter, the King is completely indifferent to the fair sex. He is invariably markedly courteous to ladies, but when left to his own devices his associates are solely men, and he really seems to enjoy the occasional dinners he gives to male guests at Buckingham Palace. Nothing during his reign has irritated him so much as the militant suffragette movement and he speaks of this with bitter contempt, and in so doing departs from his otherwise invariable rule of not giving an opinion on controversial topics of the day."

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and Light Refreshments.

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## His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	I.H.P.	Commander.	Last report at
Aberlyst	despatch-vest	1630	2	2000	Comdr. Archibald C. Crahan	Weihaiwei
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. B. S. Prichard	Shanghai
Briton	river gunboat	710	2	900	Lieut.-Comdr. W. H. Darwall	Shanghai
Cadmus	sloop	1070	8	1400	Comdr. H. P. E. T. Williams	Hongkong
Chub	water tank and tug	390	—	—	Master H. Smith	Hongkong
Clio	sloop	1070	8	1400	Comdr. Colin Mackenzie, D.S.O.	Shanghai
Fame	torpedo boat destroyer	360	6	5700	—	Hongkong
Flora	cruiser, 2nd cl.	4360	10	7000	Capt. C. F. Corbett, M.V.O.	Shanghai
Hampshire	cruiser, 1st class	10,880	10	20,000	Capt. M. R. Hill	Weihaiwei
Kinah	river gunboat	118	4	1200	Lt.-Comdr. H. D. Marryat	Yangtze
Merlin	sloop	1040	—	—	Capt. F. C. Pasco	Labuan
Mincotaur	cruiser, 1st class	14,800	—	27,000	Capt. E. B. Kidd	Weihaiwei
Monmouth	cruiser, 1st class	9800	—	22,000	Capt. B. H. F. Bartleby	Canton
Moorten	river gunboat	180	2	800	Lt.-Com. Alan Dixon	Weihaiwei
Newcastle	cruiser, 2nd class	4800	12	22,000	Capt. Frederick A. Powell	Yangtze River
Nightingale	river gunboat	350	6	800	Lt.-Comdr. N. J. G. Mackinnon	Hongkong
Orter	torpedo boat destroyer	590	—	7000	Lt.-Comdr. E. J. G. Mackinnon	West River
Ribble	depot ship, submarines	980	—	—	Capt. Maurice B. Leslie	Hongkong
Robin	river gunboat	25	2	240	Lt.-Comdr. W. H. Ryden	Yangtze River
Sandpiper	river gunboat	65	2	240	Capt. Frederick A. Powell	Hongkong
Snipe	river gunboat	65	2	240	Lt.-Comdr. Maurice B. Leslie	Yangtze River
Taku	torpedo boat destroyer	360	6	8500	Capt. Commodore R. H. Austinthorpe, C.M.G. Hongkong	Hongkong
Tamara	receiving ship	4850	—	—	Capt. H. N. Cotrell-Dorner	Upper Yangtze River
Ton	river gunboat	180	2	800	Lt.-Comdr. Hon. G. Stopford	Yangtze River
Thistle	river gunboat	710	2	900	Lt.-Com. H. R. N. Cotrell-Dorner	Hongkong
Uk	torpedo-boat destroyer	590	—	7000	Lt.-Comdr. Maxwell	Weihaiwei
Virago	torpedo-boat destroyer	555	6	6300	Lieut.-Com. Bouldam-Whetham	Weihaiwei
Welland	torpedo-boat destroyer	590	—	7500	Comdr. Seymour	Weihaiwei
Whiting	torpedo-boat destroyer	380	6	6900	Lt.-Comdr. R. Neville	Weihaiwei
Widgeon	river gunboat	195	2	800	Lt.-Com. J. C. F. Borrett	Upper Yangtze River
Woodcock	river gunboat	150	2	600	Lt.-Com. M. Blackwood	Yangtze River
Woodlark	river gunboat	150	2	600	Lt.-Comdr. Lloyd	Yangtze River
C.38	submarine	—	—	—	Lt.-Comdr. F. J. McGehee	Hongkong
C.37	submarine	—	—	—	Lt.-Comdr. J. Gaines	Hongkong
C.38	submarine	—	—	—	Lt.-Comdr. R. K. C. Pope	Hongkong
S.05	torpedo boat	—	—	—	Lt.-Comdr. Handley	West River
S.06	torpedo boat	—	—	—	Lt.-Comdr. Silberman	Hongkong
S.07	torpedo boat	—	—	—	Lt.-Comdr. Nicol	Hongkong
S.08	torpedo boat	—	—	—	Lt.-Comdr. H. W. Seymour	West River

\* Flagship of Vice-Admiral T. H. M. Jerram, C.B., Commander-in-Chief.

## Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	guns.	I.H.P.	Captain.	Last report at
Kaiser Franz Joseph I	Austro-Hungarian cruiser	400	—	—	Capt. H. Nauta	Shanghai
Dupleix †	French armoured cruiser	10,014	30	20,000	Capt. Davely	Hongkong
Eléphant	French armoured cruiser	9700	12	19,600	Capt. Gouta	Hongkong
Decidie	French gunboat	345	10	1700	Lieut. Vandier	Saigon
Argus	French river gunboat	180	8	570	Lieut. Dordet	Canton
Vigilante	French gunboat	123	7	500	Lieut. de Jervillier	Canton
Palio	French gunboat	130	—	—	Lieut. Collie	Tongking
Dardard de Lagree	French gunboat	—	—	—	Lieut. Dupuy D'Estingo	Tchong-Kin
+ Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	French submarine	—	—	—	Lieut. Bolinx	Saigon
Proteo	French submarine	—	—	—	Lieut. Guillaume-Louis	Saigon
* Styx	French armoured gunboat	1798	10	1700	Lieut. Arville	Saigon
Frc le	French destroyer</					

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Our Celebrated E very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE EAST.

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DISTRIBUTERS.

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COSTUMES

AND

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224, QUEEN'S ROAD, HONGKONG.

Hongkong, July 20, 1913.

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internal-combustion engine, the maximum speed would be reduced 1½ miles, to 30½ knots. But there would be the same acceleration due to the lighter load consequent upon the consumption of the oil, so that the maximum speed when the oil-tanks were nearly empty would be 33½ knots. The time during which full speed could be maintained would still be 20 hours. If, on the other hand, the 100 tons involved in fitting a Diesel engine were utilised to add to the oil-fuel supply in the destroyer with turbine machinery, the result would be a radius of action of 3000 miles instead of 8000 miles, the maximum speed would not be affected when the tanks were full, being still 30½ knots. The 300 tons of oil would enable the ship to travel for 30 hours instead of 20, and at the end of that time the maximum speed would be 35 knots, instead of 33½ knots as in the case of the destroyer with the oil-engines. As already mentioned, it thus becomes very largely a question of the extent of cruising aimed at before possible action, or the distance between the base and the enemy's fleet or frontier.

We come now to a consideration of the effect when cruising turbines are fitted in addition to the main propelling turbines. The weight would be considerably less than in the case of the oil-engine, and for the same displacement it would be possible to have, in addition to the cruising turbine, about 200 tons of oil fuel, instead of 200 tons with the Diesel engine. Thus the radius of action would be a little more than half that of the destroyer with internal-combustion engines for cruising—namely, 4500 nautical miles. As the displacement would be the same, the maximum speed when the tanks were full would be the same—30½ knots; but when they were emptied it would be higher—34½ knots; while the time during which full speed could be maintained would be 28 hours. Were superheating adopted to the extent of 100 deg., as seems very probable in the near future the radius of action might be increased to 5000 sea-miles, but, of course, this would not affect the maximum speed or the period during which it could be maintained.

The comparison so far as the cruising turbine and cruising internal-combustion engine are concerned, may be briefly stated. Assuming that the same weight is allowed, in the one case for the Diesel cruising engines, main propelling turbines, and oil-fuel, and in the other for cruising and main turbines and oil-fuel, and adopting 100 per cent. superheat, the radius of action would be 8000 miles in the former and 5000 miles in the latter case. The maximum speed at full load would be the same—30½ knots; but the Diesel-engine ship would only be able to run for 20 hours at this maximum speed, equal to something like 640 nautical miles, the highest rate being 33½ knots; whereas the ship with all-turbine installation would be able to run for 28 hours at the maximum speed, covering 800 miles, and her speed at the end of the run would be 34½ knots. It seems, therefore, as if on balance the advantages were distinctly in favour of adopting the the cruising turbine, and of using superheated steam; because, although there is some loss in the radius of action at cruising speed, there is gain in the rate of speed during a prolonged full-speed run, as well as the possibility of covering nearly 50 per cent more ground at full speed.

There are great developments possible with gearing as some of the thermodynamic difficulties of running the turbines at low speed may be minimised, particularly as at full speed the rate of revolution can be very high without involving too great speed for the propellers. At present there are being built vessels with gearing on all shafts, whereas in service there are vessels with gearing on the cruising turbines only. The results of the performance of such vessels will be watched with great interest, because they reflect on a problem which is important as well as fascinating.

## NEWS OF THE DAY.

H.M.S. *Thistleg* arrived yesterday from Canton.

The *USS. Murex*, salved on the Cobles went into Kowloon Dock to-day for inspection and repair.

We are asked to state that the ordinary through train service to Canton will be resumed to-morrow.

Mr. J. R. Wood, the Second Police Magistrate, resumed his duties at the Police Court this morning.

A Chinese trader at 143 Wing Lok Street had \$140 in money stolen from a house in his house during the week-end.

The Duke of Westminster has sold his three-year-old, Hornbeam, by Lawrence-Miss Upton, to Mr. R. G. Eaton. The colt is being sent to Japan.

The C.P.R. liner *Empress of India*, which visits to Kowloon Dock on Saturday at noon for re-painting came out yesterday looking very clean and bright.

A Chinese merchant who keeps a dried fish shop at 101 Queen's Road Central has reported to the police that his assistant stole \$4,677 dollars, embezzled another \$322, and then absconded.

A Chinese committed suicide in the presence of his wife wife by cutting his throat with a pocket knife at 3 Hoek Ming Lane. The man had been suffering from fever for some days past.

General Bramwell Booth intends to and three parties of a hundred Salvation Army officers respectively to Northern, Southern and Western China if funds can be procured. General Booth will tour Australia and Japan in 1915.

Mr. West sentenced a Chinese to six months imprisonment at the Magistracy to-day for stealing a gold watch and chain from a boarding house in Connaught Road. The Chinese, Seng Kok, had charge of the house.

In his report for the fiscal year ended June 30 Dr. Victor G. Heiser, Director of Health of the Philippines, lays stress on the almost entire disappearance of choleraic diseases, especially plague, owing to a better understanding of the control of the disease.

A scheme for undertaking a zoological survey in India is under the consideration of the Supreme Government, and expert opinion strongly favours the proposal. Dr. Annandale of the Indian Museum, will probably be invited to work out a detailed scheme.

The Hongkong Tramway Company advertised that the last Band night of the season, which had to be postponed on Friday owing to inclemency of the weather, will take place at the Beach, North Point, to-morrow night. Special cars will be used to leave the Post Office every few minutes.

The express train from Canton arrived at Kowloon two hours late on Friday night owing to a washout in Chinese territory near the frontier. The 7.15 a.m. up train had to put back on Saturday owing to a serious subsidence near Sam Chun on the Chinese section; telegraphic communication was also interrupted.

The Medical Officer of Health's return for last week shows that the following cases of communicable disease were notified: eight of plague, all Chinese, in the former and 5000 miles in the latter case. The maximum speed at full load would be the same—30½ knots; but the Diesel-engine ship would only be able to run for 20 hours at this maximum speed, equal to something like 640 nautical miles, the highest rate being 33½ knots; whereas the ship with all-turbine installation would be able to run for 28 hours at the maximum speed, covering 800 miles, and her speed at the end of the run would be 34½ knots. It seems, therefore, as if on balance the advantages were distinctly in favour of adopting the the cruising turbine, and of using superheated steam; because, although there is some loss in the radius of action at cruising speed, there is gain in the rate of speed during a prolonged full-speed run, as well as the possibility of covering nearly 50 per cent more ground at full speed.

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A man was being arrested in Yaumatei yesterday for being in possession of lottery tickets and while being taken to the station he put some of the tickets into his mouth and began to chew them. When the magistrate got him into the station he could not get his captive to open his mouth. Inspector Gerard sent the magistrate out to search the roadway, and the policeman eventually found the chewed up tickets, which the prisoner had got rid of on his way to the police station.

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## BY TELEGRAPH.

(Reuter's Service to the China Mail)

## FRANCE AND GREECE.

## KING CONSTANTINE IN PARIS.

LONDON, Sept. 22.

At a luncheon at the Elysee, President Poincaré cordially toasted the King of Greece, and referred to the traditional warm interest taken in Greece by France, who remains a loyal friend to Greece. He rejoiced to see the close bonds of friendship growing up between French and Greek officers.

King Constantine, replying, expressed his gratitude because of France's constant support of Greece. In preparing further recent struggle, she had benefited once more by the aid of France, who had been kind enough to grant her mission, and who had undertaken the task with enthusiasm. "To pay France a tribute for what she had done, is particularly agreeable to me. I beg you to believe that I highly appreciate the sentiments and the active sympathy of which France had given to Greece so many signs, and I attach the highest value to the maintenance and development of the traditional friendship uniting the two countries."

## THE INDUSTRIAL UNREST. SITUATION MORE HOPEFUL.

LONDON, Sept. 21.

A more hopeful feeling prevails with regard to the railway unrest owing to the Liverpool strikers' acceptance of the companies' offer to reinstate men willing to handle traffic which the companies are bound to convey. The offer applies to all centres.

Though the Birmingham strikers are still defying the Central Executive, there are signs of dissension in their ranks.

One hundred Midland Railway men struck at Sheffield owing to a threat to suspend men found handling "tainted" goods.

The Central Executive has telegraphed to Crewe deeply regretting the men's action.

## MANCHESTER CANAL DOCKERS' STRIKE.

Fifty ships are held up and 5,000 men were idle in the Manchester Canal Docks.

The Directors refuse to concede an advance, or to see the men.

A protracted struggle is anticipated.

## AN AGREEMENT REACHED.

## WORK TO BE RESUMED.

LATER.

The railwaymen at Liverpool have unanimously decided to resume work to-day.

The officials of the Companies have announced that the Agreement applies to all Companies, and places including Dublin. The men suspended or on strike will be re-instated and not penalised.

The National Executive of Railwaymen, after conferring with the Managers of the Companies issued a manifesto to all their Branches, requesting an immediate resumption of work.

## SCOTTISH COURT OF SESSION.

## PROBABLE SUCCESSOR TO BARON DUNEDIN.

LONDON, Sept. 20.

It is reported that Mr Alexander Urquhart, K.C., Lord Advocate of Scotland, will succeed Lord Dunedin, P.C., K.C., K.C.V.O., as Lord Justice General and Lord President of the Court of Session of Scotland.

LATER.

Electioneering has already begun for the West Lothian election, which Mr. Urquhart has represented for many years.

## BOUNTIFUL HARVEST EXPECTED IN AUSTRALIA.

## SPLENDID GENERAL RAINS.

MELBOURNE, Sept. 20.

Splendid general rains have fallen throughout Victoria, including the Mallee wheat-growing district, and a bountiful harvest is expected.

There have also been fine rains in New South Wales.

## TREATMENT FOR DYSENTERY.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy followed by a dose of castor oil will effectually cure the most obstinate cases of dysentery. It is especially good for summer diarrhoea in children. For sale by all Chemists and Druggists.

## BY TELEGRAPH.

(Reuter's Service to the China Mail)

## NATIVE INDIAN BANKS' FAILURE.

LONDON, Sept. 21.

A Lahore message states that the People's Bank of India, which has seventy-two branches as far apart as Rangoon and Bombay, and capital of £30,000, has decided to suspend business. The closing down of the Amritsar Bank followed. On Saturday morning there was a continuous run on other Indian managed banks at Lahore. English managed banks have been hitherto unaffected, but the full extent of the trouble cannot yet be estimated.

## SIR E. CARSON ON THE WARPATH.

## REVIEWS ULSTER'S VOLUNTEERS.

LONDON, Sept. 21.

Sir Edward Carson has reviewed the Volunteers at various places in Antrim. Speaking at a demonstration at Antrim Castle presided over by the Marchioness of Londonderry, Sir Edward said the Radical Press had exhibited emotion on learning that Ulster had the great General Richardson among them, "but," he continued, "we have also promises from some of the greatest generals in the army to come over and help to keep the old flag flying."

Mr. F. E. Smith enjoined all young men to join the movement, which the Unionists of England were pledged to support.

## MESSRS. PEARSON SECURE A BIG CONCESSION.

LONDON, Sept. 21.

The Standard announces that Lord Murray, formerly the Master of Elbank (Chief Liberal Whip), acting on behalf of Messrs. Pearson Ltd., the well-known contractors, has obtained, against keen competition by European and American firms, a forty years' concession to build railways, docks, quays, canals, telegraphs and telephones, and to search for and exploit oil deposits in the Republic of Columbia.

[Note.—Recently Messrs. Pearson Ltd. obtained a somewhat similar concession in Ecuador.—Ed. "C.M."]

## ENGLISH AERIAL DERBY.

## THIRTEEN STARTERS.

LONDON, Sept. 21.

In the "Aerial Derby" around London for the Daily Mail cup, a distance of 85 miles, there were thirteen starters.

The race was won by Haider, whose time was 1 hour 15 minutes 49 seconds; Barnwell was second, covering the distance in 1 hour 18 minutes 44 seconds; while the time of Hawker, who got third place, was 1 hour 25 minutes 21 seconds. The first Londoner to complete the course was Marty, who finished eighth.

## THE OPEN GOLF CHAMPIONSHIP IN AMERICA.

## WON BY OUIMET.

LONDON, Sept. 19.

A telegram from Brookline (Mass.) states that Vardon, Ray and the Boston amateur, Ouimet, have tied with a total score for the four rounds of 304.

Ouimet, who was a caddie four years ago, is really a professional, and sells clubs at Boston for a sporting goods house.

Vardon's putting and Ray's iron shots were poor. Yesterdays there was a heavy downpour of rain, and the course was very heavy. The scores were:—

Vardon, 75, 72, 78, 79—304.

Ray, 79, 70, 76, 79—304.

Ouimet, 77, 74, 74, 79—304.

McDermott, 74, 79, 77, 78—308.

The tie will be played off over eighteen holes to-morrow (Saturday).

Sept. 21.

Intense excitement prevailed as the game neared the end. A Scotch mist was closing in, and the ground was sodden. There was a huge attendance, and the game was most thrilling. All were square half-way. Thereafter Vardon and Ouimet were neck and neck, Ray being less good. At the sixteenth hole Ouimet was a stroke ahead, and gained two at the seventeenth, and two at the eighteenth, the final result being:—

Ouimet..... 72

Vardon..... 77

Ray..... 78

## BY TELEGRAPH.

(Reuter's Service to the China Mail)

## RENEWED FIGHTING IN THE BALKANS.

SERVIA AND THE POWERS.

LONDON, Sept. 21.

The Albanian situation has now become complicated, and sanguinary encounters have occurred between Albanians, Servians and Montenegrins in the North-West. Fifty wounded have been taken to Belgrade.

Serbia is strongly reinforcing her troops, and has addressed the Powers contending that their duty is to prevent Albanian incursions into the new Servian territory, and urging the speedy organisation of gendarmerie to maintain order.

It is believed in Vienna that Essad Pasha, who revolted against the Provisional Government, is possibly intriguing against the acceptance of a foreign Prince as a ruler.

(Wah Tsz Yat Po's Service.)

## CHINESE NEWS.

PEKING, Sept. 22.

The Presidential election has been fixed for October 10.

The Commissioner appointed to investigate the Nanking affair has found that the Japanese were murdered before noon, while Chang Hsun's troops did not enter the city till after noon. Chang Hsun's troops were therefore not solely responsible.

Chang Hsun has said, in his resignation but it is very doubtful if the government will accept it.

The first batch of police from Peking has reached Nanking.

The British Legation has notified the Foreign Department that as the opium question was not decided by the Huihe, the opium business in Shanghai should be continued as usual.

## BATTLE WITH 20,000 LETTERS.

EASTBOURNE MAN'S TWENTY YEARS' WORK ON INDIAN TONGUES.

Twenty years ago the Rev. Joshua Knowles, who was then a missionary in India, set himself the Herculean task of simplifying and reducing to a single alphabet of fifty-three characters the 200 languages and 20,000 speech sounds of the Indian nations. To-day he has just finished his self-imposed task, says a newspaper translated this alphabet into Braille, so that blind Indians may learn it with ease.

I called upon Mr. Knowles at his Eastbourne home. He is a genial, good-humoured man, who talks of his work with boyish glee.

MADE OWN PRINTING PRESS.

To help him in his work this tireless scholar designed his own printing press, a few years ago—a neat, compact little machine which prints type with wonderful clearness.

"I was a missionary at Travancore, Southern India, for twenty years," said Mr. Knowles. "While there I had charge of some 18,000 Christian natives, and it was then that I realised the vital need of some more simplified form of writing and reading for the Indians.

"Only a very small percentage of natives know how to read and write. According to the last census figures (1911), out of a total population of 315,123,537 on earth 294,438,980 were illiterate.

"What is the root of the trouble? It is simply the confusion and difficulty of mastering any of the languages. We have only twenty-four consonants to learn; they have 600 or more word signs similar to our consonants in number and meaning.

"I made my task of simplifying the various languages. The late Mr. L. Garthwaite, who was inspector of schools in Madras, gave me the most valuable aid in beginning the work.

"While in India we translated one or two languages into Braille—we had to make our own paper for the job—so that blind natives could be taught to read.

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## "SKITTISH" LONDON.

Antipodal writes in The Morning Post: The "Mother Country" is not a mother of the old-fashioned kind, but quite a modern skittish matron—that is the surprising conclusion I am forced to draw from personal experience of England (an impression which has not gone, very much beyond London as yet, is true). But London in the "season" is fairly representative of England, we people of the outer marches of the Empire have been holding! That idea is in the main pictured a country with a rather dull climate and a rather dull, solemn, but wary habit of life—strongly accentuated on Sundays, the shrine of all the uninteresting virtues; the land of many don'ts and severe conventions. I used to picture the Englishman going seriously to his duty (wearing usually a silk hat as the crowning outside sign of a sober grace), reading very serious newspapers; solemnly inaccessible to all but the well-educated classes; sitting unbinding only behind the frontiers of his home walls, and then showing a very courtly and ceremonious consciousness indeed. I can recall now the hundred and useless injunctions about habits of dress, etiquette of visits, various modes of conversation which prepared the pilgrim to encounter "at Home" a worthy but "difficult" humanity of himself.

And I find England, London particularly, skittish; there is no other word for her character. Mother is palpably very much younger than her children, so far as social habits can tell her age. There is far more of the air of seriousness of being "grown up" and facing the realities of life, in any one of the colonies that I know, certainly in New Zealand and Australia.

The newspapers are the mirror that best reflect the mind of a community.

After judging the British mind on a basis of the quarterlies, the monthly reviews of the weeklies, such as The Spectator and Punch, which penetrate to Australia, a very radical reconstruction of ideas must be made after a study with the daily sheets that come in such variety from the London press. Where are the manifestations of power? Where are the manifestations of prudence? Almost wholly lacking. I contract a half dozen typical products of the daily Press of London with half a dozen from Paris, and honestly, the London papers beat their trans-Channel rivals in light-heartedness, in variety of outlook, in careful disregard of any serious treatment of the serious issues of life; in—I must fall back on the word—skittishness. In the French papers there is at least some common agreement in matters of foreign and defence politics. In the English papers there is lack, though presumably, there must be some vis-a-vis resolution of political issues which is undebatable, which is an actual creed of patriotism to which all must subscribe. But about the Army, the Navy, about our correct position towards Europe and the world, we are finding out nothing. In the present day it certainly does not seem to be a matter of much certainty from my London journals. Variety of outlook reigns there unchecked as if editors chide at each other for being too serious, and the attitude seems liable in many cases to be changed at the whim of the moment. If the London papers reflect the London— and English—opinion, I would have to conclude that the people here are far too engrossed in trifling with trifles to worry seriously about coming to definite conclusions about defence matters or foreign policy.

When I comment to Englishmen on this curious variety of journalistic views on matters which surely cannot admit of any real serious difference of opinion, they are surprised at the comment: are a little incredulous to hear that in Australia, by reading the six greatest dailies—all rivals and all differing in some points—it would be impossible to notice any great divergence of opinion on any really serious national matter, i.e., on defence, on foreign policy, etc. In the English papers there is lack of any real agreement, which is an actual creed of patriotism to which all must subscribe. But about the Army, the Navy, about our correct position towards Europe and the world, we are finding out nothing. In the present day it certainly does not seem to be a matter of much certainty from my London journals. Variety of outlook reigns there unchecked as if editors chide at each other for being too serious, and the attitude seems liable in many cases to be changed at the whim of the moment. If the London papers reflect the London— and English—opinion, I would have to conclude that the people here are far too engrossed in trifling with trifles to worry seriously about coming to definite conclusions about defence matters or foreign policy.

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MONDAY, SEPTEMBER 22, 1913.

## SHIPPING

## PANINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:

STEAMERS	TO SAIL	REMARKS	
SANGHAI MOJI, KOBE & YOKOHAMA	SYRIA	4 p.m.	Freight and Passage.
SHANGHAI	CHINA	26th Sept.	Freight and Passage.
LONDON, via USUAL ROUTE	ASSAYE	Noon, 27th Sept.	Freight and Passage.
LONDON & ANTWERP, via GENEVA	CORNWELL	Sept. 28th	Freight and Passage.
PORT SAINT & MARENGO	NORE	About 1st Oct.	Freight and Passage.
All the above steamers are fitted with Wireless Telegraphy.	E. A. HEWETT, Superintendent.		

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.  
VIA VANCOUVER AND THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong	From Quebec
EMPEROR OF INDIA Wed., Sept. 24.	ALLAN LINE Fri., Oct. 24.

EMPEROR OF ASIA Wed., Oct. 8.

EMPEROR OF BRITAIN Fri., Oct. 31.

Steamships leave HONGKONG at 12.00 Noon.

The EMPRESS OF RUSSIA and EMPRESS OF ASIA are now quadruple 20 knot turbine steamers of 18,800 tons gross—the finest, fastest and most comfortable ships on the Pacific.

All passengers will be equipped with the Marconi wireless apparatus.

Each ship carries "Empress" connects at Vancouver with a Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

PASSAGE RATES, HONGKONG TO LONDON

EMPEROR OF RUSSIA } Optional Atlantic Port £71.10.  
EMPEROR OF ASIA } do do 265.  
EMPEROR OF INDIA } do do 265.  
EMPEROR OF JAPAN } do do 265.MONTREAL—Intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port, \$25.  
Boston or New York, \$24.  
Meals and sleeping car across Canada not included in above rates. If required such will cost £5 additional.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First-Class only) are granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services of China and Japan Government. Full particulars on application to Agents.

Through Passengers are allowed "Stop Over" privileges at the various points of passage on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to

D. W. CRADOCK, General Traffic Agent,  
Corner Pedder Street and Praya (opposite Blake Pier).NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATION STEAMER SAILING DATE Displacement

MARSEILLES, LONDON AND ANTWERP, via KELLOGG, SHANGHAI MOJI, KOBE, YOKOICHI, SHIMIZU &amp; YOKOHAMA

TUESDAY, 24th Sept. IVO MARU, Tons 12,500 Capt. Hirata, Sept. 24th, at Daylight

SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID

TUESDAY, 24th Sept. HIRANO MARU, Tons 16,000 Capt. Fraser, Sept. 24th, at Daylight

VICTORIA, B.C. &amp; SEAT, via KELLOGG, SHANGHAI MOJI, KOBE, YOKOICHI, SHIMIZU &amp; YOKOHAMA

TUESDAY, 24th Sept. SADO MARU, Tons 12,500 Capt. Akaiwa, Sept. 24th, at 4 p.m.

YOKOHAMA MARU, Tons 12,500 Capt. S. Wada, Sept. 24th, at Noon

KAMO MARU, Tons 16,000 Capt. Kawata, Sept. 24th, at 11 a.m.

YOKOHAMA, TOSHO &amp; YOKOHAMA TUESDAY, 24th Sept. KUMANO MARU, Tons 8,300 Capt. Winkler, Sept. 24th, at Noon

TUESDAY, 24th Sept. INABA MARU, Tons 12,500 Capt. Tomioka, Sept. 24th, at Noon

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TUESDAY, 24th Sept. RANGOON MARU, Tons 12,000 Capt. Tomioka, Sept. 24th, at 5 p.m.

TUESDAY, 24th Sept. CYLON MARU, Tons 12,000 Capt. Dugwell, Sept. 24th, at 5 p.m.

TUESDAY, 24th Sept. KANAGAWA MARU, Tons 15,500 Capt. Machida, Sept. 24th, at 5 p.m.

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MONDAY, SEPTEMBER 22, 1913.

## THE CHINA MAIL.

## SHIPPING

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

HOMEWARD PASSENGER SEASON, 1914.  
PROPOSED SAILINGS OF MAIL STEAMERSFOR  
MARSEILLES & LONDON,TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer to YOKOHAMA	Steamer to COLOMBO	Leave SHANGHAI	Leave HONG KONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Leave PLYMOUTH (London 1 day later)
p.m.		10 p.m.	1 p.m.			
Thurs.		Tues.	Satur.			
Jan. 3	Egypt	Jan. 10	17 MOULtan		Feb. 20	
Jan. 22	DEVANAH	Jan. 27	31 MUSCAT		Mar. 12	
Feb. 5	ASSAYE	Feb. 10	14 MALVOA		Apr. 20	
Feb. 19	CHINA	Feb. 18	28 MARMORA		May 28	
Mar. 5	INDIA	Mar. 15	14 MOLDAVIA		June 1	
Mar. 19	EVANIA	Mar. 24	28 MEDINA		May 1	
Mar. 23	ARACAJA	Mar. 27	11 MONGOLIA		May 9	
Apr. 2	DELTA	Apr. 21	25 MALVA		May 17	
Apr. 16	ASSAYE	May 5	9 MOULtan		May 29	
Apr. 30					June 6	Apr. 12

Passengers change Steamers at COLOMBO, and those from BRINDISI transfer also to the Express Mail Steamer as POM SAID. A accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking.

FARES TO LONDON AND MARSEILLES

LONDON.						
1st "SALOON	"A"	Accommodation	SINGLE £65.	RETURN £97.	1st "SALOON	"B"
1st "SALOON	"A"	"B"	£55.	£89.	1st "SALOON	"B"
2nd SALOON	"A"	"B"	£44.	£64.	2nd SALOON	"B"
1st SALOON	"A"	"B"	£40.	£60.	1st SALOON	"B"
2nd SALOON	"A"	"B"	£38.	£58.	2nd SALOON	"B"
IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (Non-Transhipment) STEAMERS WILL LEAVE FOR						

## LONDON.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

## PROPOSED SAILINGS:

STEAMERS.	Leave YAHAM	Leave SHANGHAI	Leave HONG KONG	Leave STRATF.	Due at MARSEILLES	Leave LONDON
BORNEO	about	about	about	about	about	
NANKIN	Jan. 6	Jan. 17	Jan. 21	Jan. 27	Feb. 23	Mar. 4
NIANZA	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 18
NORE	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	April 1
NILE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	April 15
MALTA	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 10	April 30
SUMATRA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
MURIA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 10	May 28
NAMUR	Apr. 14	Apr. 25	Apr. 29	May 6	June 3	June 12
	Apr. 28	May 9	May 13	May 20	June 18	June 27

These Steamers call also at PORT SWETTENHAM, PENANG, and COLOMBO.

## FARE TO LONDON

1st SALOON £125. SINGLE £75. RETURN £125.

## FARES TO MARSEILLES

1st Saloon £25. Single

2nd Saloon £23.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For further particulars apply to

E. A. HEWETT,  
Superintendent.NORDDEUTSCHER LLOYD,  
BREMEN

## IMPERIAL GERMAN MAIL LINES.

## FOR STEAMERS

## TONS

## To SAIL

NAPLES, GENOA, ALGIERS, PRINZ LUDWIG, GIBRALTAR, SOUTHAMPTON, TON, ANTWERP & BREMEN				WEDNESDAY, 18,300
				1st Oct.
				at 10 a.m.
SHANGHAI, NAGASAKI, DERFLINGER, KOBE & YOKOHAMA				A BOUT
MANILA, YAP, MARONI, CUBLENZ, SAMAR, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE				WEDNESDAY, 17,000
PRINZ SIGISMUND, KOBE				1st Oct.
JESSELTON, KUDAT AND BORNEO, SANDAKAN				about TUESDAY, 14th Oct.
All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telephonix.				about End of September.

Norddeutscher Lloyd  
MELOHERS & CO.,  
General Agents, Hongkong & China.

## HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft "HANSA"

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,  
TO MARSEILLES, HAVRE, BREMEN & HAMBURG, & TO NEW YORK,  
AND FROM MANILA, HONGKONG & JAPAN TO VANCOUVER (B.C.)  
AND PORTLAND (Ore.)TAKING CARGO at through Rates to all European, North Continental and British  
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,  
Egyptian, Black Sea and Baltic Ports, and North and South American Ports.

## NEXT SAILINGS FROM HONGKONG

## Outward

## Homeward

For Shanghai, Kobe &amp; Yokohama

S.S. SUEDMARK ..... 23rd Sept.

S.S. ALBENGA ..... 26th Sept.

S.S. C. FERD. LAEisz ..... 30th Sept.

S.S. ARABIA ..... 10th Oct.

S.S. SAMBIA ..... 13th Oct.

S.S. BE OVIA ..... 21st Oct.

S.S. ANDALUSIA ..... 26th Oct.

S.S. IBERIA ..... 5th Nov.

S.S. ALMARK ..... 10th Nov.

S.S. SITHONIA ..... 20th Nov.

For further particulars apply to

HAMBURG-AMERIKA LINIE, Hongkong Office

Head Office: 16, Des Vaux Road Central, HONGKONG.

SHANGHAI: 2-3, Foochow Road.

MANILA-MANILA HOTEL: P. O. Box 736.

## PHILIPPINES STEAMSHIP Co.

Electric Light and Fans in every Cabin. Competent Stewards carried.

For freight or Passage, apply to

Shewan, Tomes &amp; Co., General Managers.

Head Office for the Far East: 16, Des Vaux Road Central, HONGKONG.

SHANGHAI: 2-3, Foochow Road.

YOKOHAMA: 51, Wicks Street.

MANILA: MANILA HOTEL: P. O. Box 736.

TICKETS supplied to EUROPE by the principal STEAMSHIP LINES on  
TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collect &amp; forwarded and insured at lowest rates!

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES EXCHANGED.

HEAD OFFICE: LUDGATE CIRCUIT, LONDON, E.O.

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**BECK & CO.,  
BREMEN,  
KAISER BREWERY.**

**BECK'S**

**BEER**

**Key Brand**

**\$16.00 per case**

OF

**6 dozen pints,**

OR

**4 dozen Quarts.**

**HONGKONG AGENTS:**

**MacEwen, Frickel  
& Co.**

**STEAMERS PASSED SUZI CANAL.**

September 5, *Idomenes*, *Indrajamila*.

September 9, *Benison*, *Cochus*, Ceylon.

*Dorothy*, Japan, *Koerber*, *Montgomery*, *Mandarin Maru*.

September 12, *Derflinger*, *Deurkens*, *Festen*, *Sindia*, *Arauca*, *Prussia*.

September 16, *Ati Maru*, *Anzani*, *Nishioke*, *Gancia*, Nippon, Atlantic.

September 19, *Cathay*, *Chi*, E. F. *Petland*, *Glenarvel*, *Lyon*, *Munster*, *Neue Lorraine*, *Denmark*.

ARRIVALS FROM CHINA.

September 19, *Bohemian*, *Hiluchi Maru*, *Edwards*.

**STEAMERS EXPECTED.**

*Mail*.

The P. & O. S. N. Co.'s *s.s. China* with the English Mail, left Singapore at 2 p.m. Saturday, the 13th September, at 2 a.m. and is due here on or about the 16th September.

The *s.s. City of Edinburgh* left New York on 13th August, and is due here on or about the 16th September.

The *s.s. Cathay*, *Port Said* on the 17th Sept., and leaves again on the 4th October.

The *s.s. Ari Maru* (European Line) left Marseilles for this port via ports on the 6th September, and is expected here on the 6th October.

The *s.s. S. N. S. Sunshi Maru* (American Line) left Seattle for this port via ports on the 9th September, and is expected here on the 12th October.

The *s.s. Kuroshio* passed the Suzi Canal on the 22d September, and is due at Callao on the 2nd October.

The *s.s. Kuroshio* left Callao on the 15th October.

The *s.s. Cathay* left Port Said on Tuesday, the 18th September, and may be expected here on or about Monday, the 13th October.

Dated this 22d of September 1913.

# HOWARD WATCHES.

THE AMERICAN WATCH OF FINEST QUALITY & HIGH PRECISION.

ADJUSTED FOR TEMPERATURE AND POSITIONS.

THE PRICE OF THE HOWARD WATCH IS FIXED AT THE FACTORY.

WRITE OR SEND FOR CATALOGUE TO

THE SOLE AGENTS:

**Chs. J. GAUPP & Co.,  
ALEXANDRA BUILDINGS, CHATER ROAD.**

To-day's Advertisements

To-day's Advertisements

NORDDEUTSCHE LLOYD,  
PREMEN.

NOTICE.

FOR JESSELTON, KUDAT &

SANDAKAN.

Taking Charge at Through Rates to

TAWAU, LABAD DATU, LABUAN,

JOLO & MENADO.

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